

pumps by the time the first genuine road vehicle was built in 1769 by Nicholas-Joseph Cugnot. In Britain, by 1830, there was a network of relatively fast steam-buses running around.

Stationary engines using gas were in regular use in 1861, but it wasn't until 1876 when German engineer Gottlieb Daimler helped develop the conventional four-cycle engine that things began to change.

Around 1885, there was in fact, four inventors working independently, without knowledge of the others work, that were developing the automobile.

Edward Butler of England is said to have shown a "Petrocycle" in 1885, and Edouard Delamare-Deboutteville of France is said to have asked for a patent for a "perfected gas engine." The real work of inventing the automobile, however, took place in Germany where Benz combined two great inventions — the cycle and the internal-combustion engine — to create the first true motorcar and Daimler was developing his "universal power source."

The motor age really got underway in 1889 when France held a World Exposition. Among the exhibitions were Daimler's engine and Benz's motorcar. Among the visitors were Louis Renault and British engineer Frederick Lanchester, who in 1895 would build the first all-British four-wheeled car.

It was around the turn of the century that the automobile became accepted. While road conditions in Europe were still bad, it was reported there were no less than 8,000 private cars in use.

Not all the gates were swung wide open for the automobile. In Britain, for example, an Act of Parliament restricted speeds to four miles per hour and required that a pedestrian with a red flag precede all vehicles.

And so came the twentieth century. The year of the dreamers was over. The automobile was reality. Man could, in fact, travel under a power many times superior to that of the horse. Men now were not thinking about making the car simply go, but turned their attention to making it go well.

## 1900

In 1900, the French were leaders of the automotive world. Their industry had moved into commercial success more rapidly than the Benz and Daimler concerns in Germany. France was making such cars as Panhard, Peugeot, Bollee and de Dion Bouton. Benz, by this date, had produced some 2,000 cars.

In 1901, Daimler's new car, called Mercedes, after his agent's daughter, showed the world a vehicle that heralded a new era of motoring.

In the United States, the Curved Dash Oldsmobile was introduced. This go-anywhere car broke through the "horse-barrier" and took America into the motoring age. The first decade of the twentieth century saw the rise from a light one-lung buggy to the famous Olds "Limited" with a 60 horsepower engine and great sophistication and elegance.

This was also the era of the marathon races. It was the "thing" to do... car against car. It was the front runner to modern road testing. In

March of 1909, American Barney Oldfield recorded a run of 131.72 mph.

## 1910

By 1910, the car had changed from a toy to become economic transportation.

Henry Ford, using production expertise of Ransom Olds, built some 20,000 Model T's for the American public. It was an overnight success. By 1912, his plant produced 200,000 of the cars.

This was also the year that the new "torpedo shape" made its first appearance on the market.

The First World War came along in 1914, and automobile plants switched from automobiles to war production. It was here that America's achievements were recognized. The U.S. became the great supplier to the Allies and it was then that it was realized that America had, indeed, caught up with Europe.

Some of the cars to arrive in Europe during the time were the V8 Cadillac and the V12 Packard, and while they were not a new concept in 1915, their operation was a challenge to the most expensive of European models.

This was also the age of road im-

provement and building in the U.S. In 1913, the Lincoln Highway plan was started. The New York to San Francisco, ocean-to-ocean highway (it took 14 years to build), got cities and states thinking about improving highways.

## 1920

It has been said that there has been no more enjoyable time to drive than immediately after the war up to the Depression, which arrived in 1929. The roads were relatively empty, the cars were reasonably reliable and service stations had started to appear across the country.

This was also an era for new cars.

Over in Europe, Herbert Austin introduced his tiny "Austin Seven," an inexpensive car that swept through Europe, and munitions maker Andre Citroen came on the market to give Renault some competition.

In the U.S., Ford, Dodge and Chevrolet became the popular cars, while Duesenberg was grabbing the small but lucrative specialist market. Other familiar names were Packard, Peerless and Pierce Arrow.

In 1927, Henry Ford stopped production of the Model T in favor of the Model A, but by this time Ford had put more than 15 million of the Ts on the

highways.

Then in 1929, the bottom fell out. The Depression hit.

## 1930

This is the era that has often been condemned as a time when craftsmanship was turned over to the dull mass-produced vehicle, when gimmickry took precedence over quality.

The times dictated that this happen though. The slow move out of the Depression had dictated that automobiles in Europe and, to a lesser degree, cars in America be smaller and cheaper.

The early 1930s, though, were hard times. Production in the U.S. had dropped from a high of 4,587,400 in 1929, to 1,135,491 in 1932.

This was a time of innovations, however. Oldsmobile and Packard offered automatic chokes; Buick, Cadillac, Chrysler and Dodge offered vacuum operated clutches; Chrysler had a rubber-mounted engine; Pierce-Arrow had hydraulic valve-lifters and all-wheel drive.

Business was coming back, however and by 1935, production figures were back to over 3,000,000 cars a year. This was also a time when there was a noticeable move to lower priced cars.

This was also an era when some of the great names in motoring surfaced: Duesenbergs J and SJ, Pierce Arrow, 7298 cc Twin Six Packard, Lincoln, V16 Cadillacs and Marmon, Mercedes-Benz Grand Prix racers, Hispano Suiza Type 68 and the Rolls-Royce Phantom III.

## 1940

Still unaffected by the war in Europe, auto sales continued to climb. In 1940 there were 3,717,385 cars sold, and in 1941 there were 3,779,682 cars sold. But in February of 1942, all production of private automobiles stopped. The national speed limit was lowered to 40 mph, and later to 35. Gasoline allotments in 17 states were cut in half.

Ford started to make combat cars, White half-tracks, Chrysler tanks, Pontiac anti-aircraft guns and General Motors machine guns.

By 1944, gas ration for U.S. car owners was down to 2 gallons a week.

By the end of the war, European auto factories were in ruins.

What did surface were the Jeep and the Volkswagen. The U.S. had been introduced to the Jeep as a war vehicle. The VW, Adolf Hitler's "Strength-through-Joy" machine, was made to give the Germany people mobility. It was first made as a war vehicle, however.

It wasn't until after the U.S. and Britain had turned down the VW factory in 1945, however, that the little air-cooled four-seater car began to take over the world's small car market. In 1972 it overtook the Model T for record production of over 15,000,000.

## 1950

The mood in the 1950s turned from one of numbers to quality. Instead of having so many models to choose from, American makers started to develop the car technically.

The American car was still one with the engine in the front, rear drive, with a six-cylinder engine standard and the V8s for the deluxe models.

This was an age with the American public became more sports-design conscious. Motor sports in the 1950s became popular, especially in Europe.

In the U.S., the buyers were confined to the Chevrolet Corvette (1953) and the Ford Thunderbird (1954). The T-Bird, at the time, was considered the car with real promise for lively and safe performance. Later it was reduced to a luxury car. The Corvette, however, lived on as America's answer to sports cars.

Car sales in the U.S. in the 1950s were around 8 million a year. This was a time when some of the smaller cars first made their appearance — Falcon, Valiant and Corvair.

The year 1958 had special meaning. This was the year Ford built its 50 millionth vehicle, Chrysler hit its 25 millionth, and General Motors was celebrating its 50th anniversary. This

See HISTORY on T-11